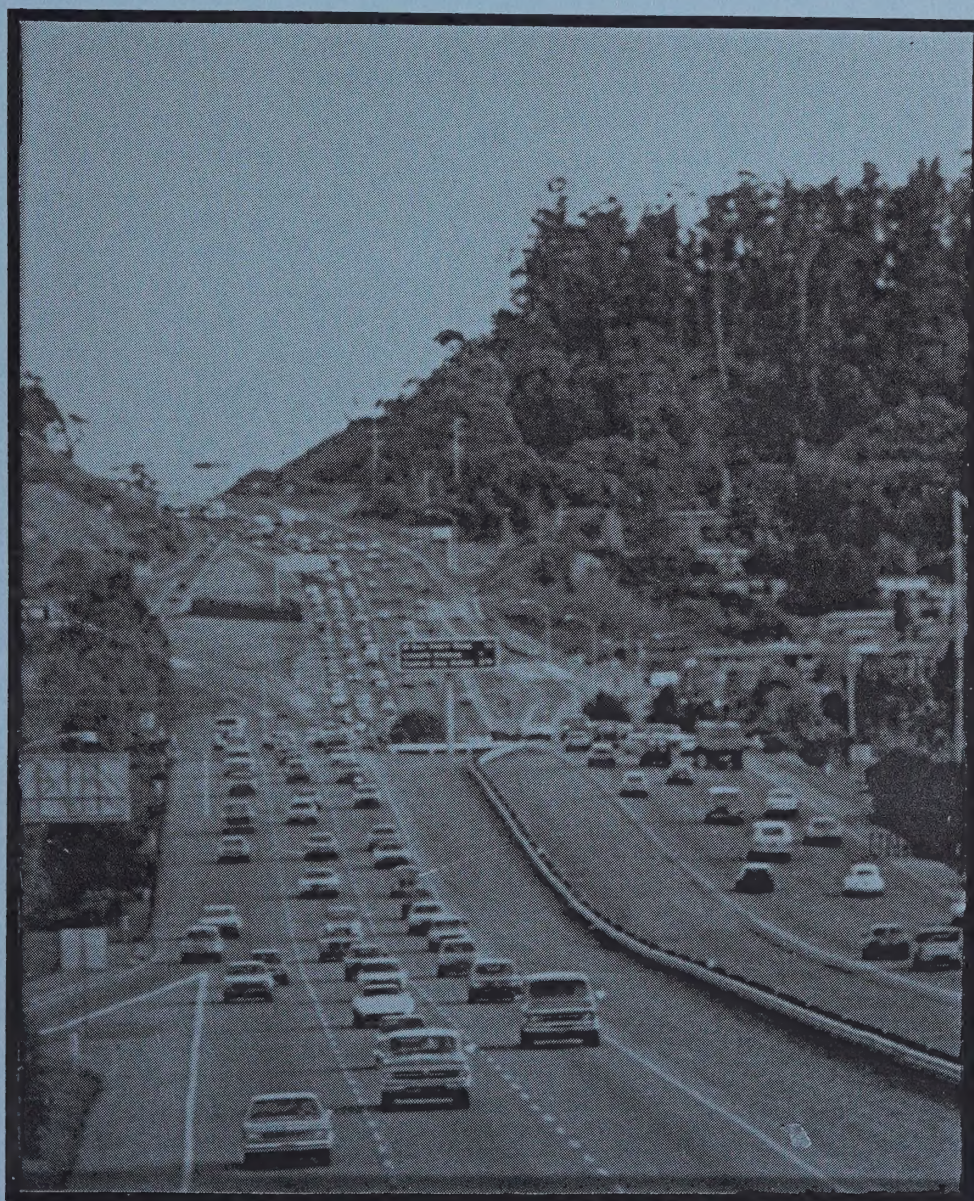


COMMUTING IN MARIN

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PART I

COMMUTING TRENDS IN MARIN, THE REGION, STATE AND NATION

Introduction and Findings

This report identifies and quantifies commuting trends in Marin County from 1960 to 1980, based on census data. The commuting patterns in Marin are also compared to the nine county Bay Area as a region, the state and nation.

Findings

- * In 1980, twice as many workers who lived in Marin were employed out of the county as in 1960.
- * Slightly more than 50% of the workers living in Marin in 1980 held jobs in the county. Nearly 80% of the workers in California and 70% in the Bay Area held jobs in their county of residence.
- * Marin had a greater percentage of workers staying to work in Marin in 1980 than it had in 1970. Both the Bay Area and the state experienced a reverse of the Marin trend. Workers commuting out of their county of residence became more prevalent in the region and the state between 1970 and 1980.
- * In spite of the increasing percentage of workers staying in Marin for work, Marin County had the highest percentage of out-commuters in the Bay Area in 1980.
- * Workers living in Marin in 1980 had a longer average journey to work than workers in any other Bay Area county.
- * Between 1960 and 1980, use of public transportation by commuters from Marin increased 172%. This local increase in transit use was greater than Bay Area and state increases.
- * Despite increased local transit use, there were approximately 50,000 more Marin residents commuting in automobiles during 1980 than there were in 1960.
- * Marin, in 1980, was one of the three highest per capita transit-using counties in the Bay Area.
- * In 1980, there were more vehicles available per household and per person in Marin County than in the Bay Area as a whole.

Commuting Patterns

This section of the report compares numbers and percentages of commuters in various jurisdictions. The percentage trends indicate the per capita changes in a county. The trends in the numbers of commuters reflect overall population growth and the resultant increasing demands for transit services and greater highway usage.

In 1980, 43,767 Marin residents commuted out of the county for work. Twenty years earlier, in 1960, 20,691 residents left the county for their jobs. The numbers of out-commuters, therefore, increased by nearly 23,100 between 1960 and 1980. This addition of 23,100 commuters leaving the county has both increased highway congestion and local transit demand since 1960.

Although the number of out-commuters increased, the percentage of out-commuters in 1960 was nearly the same as the percentage of out-commuters in 1980. In 1960, 37.3% of the workers in the county were out-commuters. By 1980, the percentage of out-commuters was 37.8%. The percentage of out-commuters rose from 37.3% in 1960 to 44.9% in 1970 and then fell to 37.8% by 1980.

This trend of rising and falling percentages of out-commuters was also evident at the national level. The Bay Area and state, however, experienced an increasing percentage of out-commuters since 1960.

Table I

**COMMUTING PATTERNS
MARIN, REGION, STATE AND NATION
1960, 1970, 1980**

	Numbers and Percentages of Workers			
	Marin	Region	State	Nation
1960				
Work in County	32,379	1,079,722	5,188,381	52,812,017
Work Out of County	20,691	234,659	431,612	8,985,588
Workplace not Reported	2,395	75,437	274,073	2,858,200
Total	55,465	1,398,818	5,894,066	64,655,805

% Work in County	58.4	77.2	88.0	81.7
% Work Out of County	37.3	16.8	7.3	13.9
1970				
Work in County	40,131	1,308,154	6,254,569	10,389,661
Work Out of County	36,948	352,152	798,117	3,324,028
Workplace not Reported	5,254	120,907	533,064	1,080,176
Total	82,333	1,781,218	7,585,840	14,793,865

% Work in County	48.7	73.4	82.5	70.2
% Work Out of County	44.9	19.8	10.5	22.5
1980				
Work in County	57,946	1,701,576	8,296,799	69,998,780
Work Out of County	43,767	510,790	1,229,781	15,901,759
Workplace not Reported	14,062	270,599	1,066,002	8,289,664
Total	115,775	2,482,965	10,592,582	94,190,203

% Work in County	50.1	68.5	78.3	74.3
% Work Out of County	37.8	20.6	11.6	16.9

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1960, 1970, 1980.

Between 1960 and 1980, the number of out-commuters more than doubled in Marin.

Figure 1

Out-Commuting Patterns for the 9 County Bay Area
1980



In 1980, Marin, Contra Costa and San Mateo had the highest percentages of out-commuting workers in the Bay Area.

Among the nine counties in the Bay Area, Marin, Napa, Contra Costa and Santa Clara all experienced a percentage rise of out-commuting during the 1960's and a fall during the 1970's. Alameda, San Francisco, Solano and Sonoma each had a continuous increase in the percentage of out-commuting during these two decades. Only San Mateo County experienced a decrease in the percentage of out-commuters between 1960 and 1980.

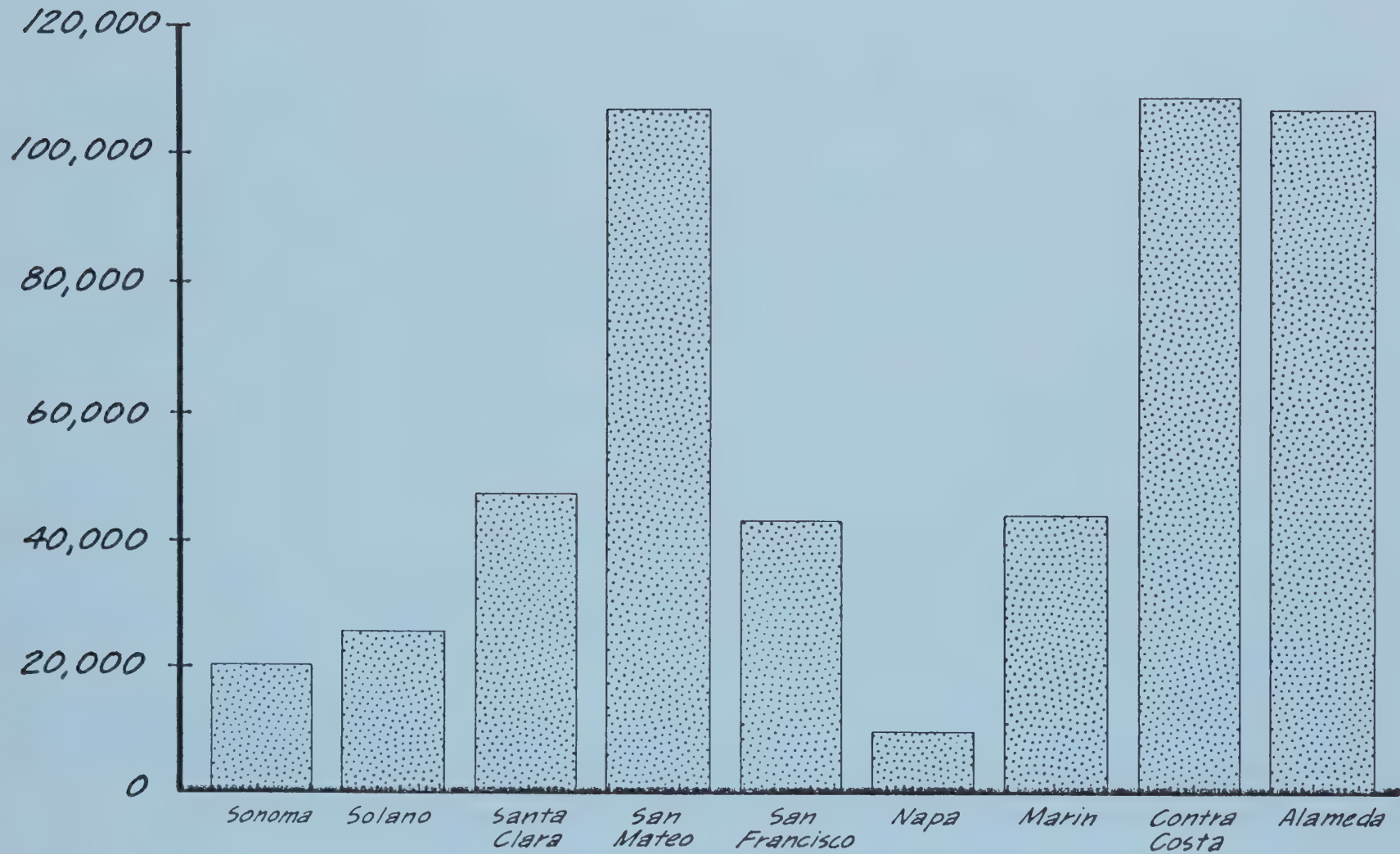
Each of these nine counties had greater numbers of out-commuters in 1980 than it had in 1960. Santa Clara was the only county which actually reduced the number of out-commuters

during the 1970's. Solano, on the other hand, experienced a 157% increase in the number of out-commuters during the 1970's.

Reducing both the percentage and numbers of out-commuters depends on the local relationship between growth of the local labor force and the provision of jobs. When the labor force grows more rapidly than the number of jobs in a county, then workers must out-commute for work. If a county can increase the number of jobs faster or at the same rate as the growth of the labor force, the number of out-commuters may be reduced or kept constant.

Figure 2

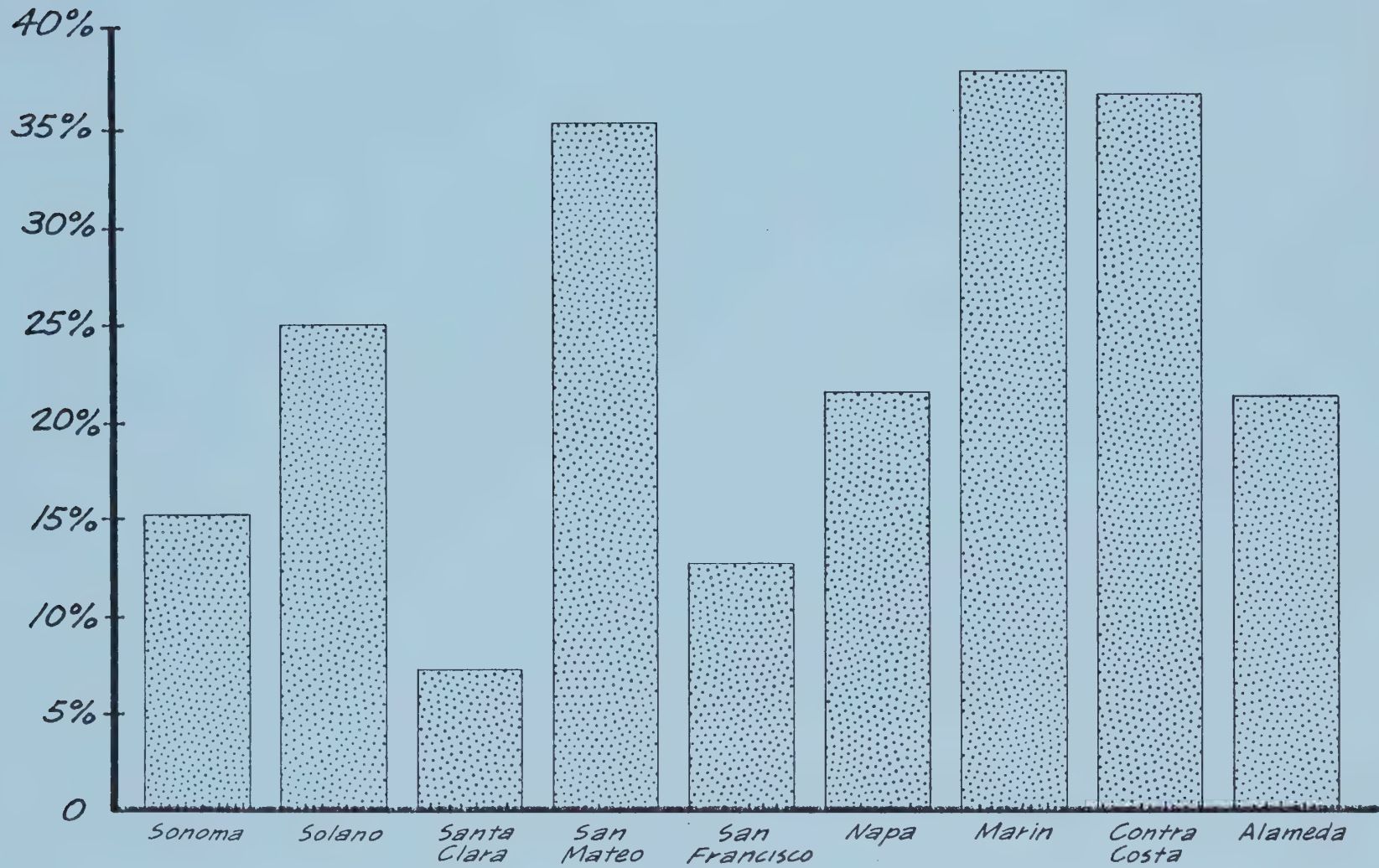
Numbers of Out-Commuters from the Bay Area Counties
1980



Marin and San Francisco had nearly the same number of out-commuting workers in 1980.

Figure 3

Percentages of Out-Commuters from the Bay Area Counties
1980



Marin had the highest percentage of out-commuting workers in the Bay Area in 1980.

Table 2
COMMUTING PATTERNS 9 BAY AREA COUNTIES
1960, 1970, 1980

	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	Solano	Sonoma
1960									
Work in County	282,748	87,369	32,379	15,550	291,961	93,095	193,504	42,235	40,854
Work Out of County	41,385	47,377	20,691	4,765	21,860	72,819	24,649	4,998	5,115
Work Place not Reported	21,222	5,988	2,395	994	22,775	6,743	9,830	1,782	2,405
Total	345,355	140,761	55,465	22,612	336,596	172,657	227,983	49,015	48,374
% Work in County	81.9	62.1	58.4	68.8	86.7	53.9	84.9	86.2	84.5
% Work Out of County	12.0	33.7	37.3	21.1	6.5	42.2	10.8	10.2	10.6
1970									
Work in County	312,682	119,033	40,131	18,262	257,351	128,493	332,807	48,417	50,978
% CHANGE	10.6	36.2	23.9	17.4	-11.9	38.0	72.0	14.6	24.8
Work Out of County	71,689	75,462	36,948	8,055	31,338	89,464	49,204	9,861	10,440
% CHANGE	73.2	59.3	78.6	69.1	43.4	22.9	99.6	97.3	104.1
Work Place not Reported	34,165	12,862	5,254	2,296	30,052	17,749	20,219	5,285	5,967
% CHANGE	61.0	114.8	119.4	131.0	31.9	163.2	105.7	196.6	148.1
Total	375,289	207,357	82,333	28,614	318,741	235,706	402,230	63,563	67,385
% CHANGE	8.7	47.3	48.4	26.5	-5.3	36.5	76.4	29.7	39.3
% Work in County	83.3	57.4	48.7	63.8	80.7	54.5	82.7	76.2	75.7
% Work Out of County	11.0	36.4	44.9	28.2	9.8	38.0	12.2	15.5	15.5
1980									
Work in County	351,919	159,651	57,946	28,296	252,407	158,814	534,980	64,328	93,235
% CHANGE	12.6	34.1	44.4	54.9	-1.9	23.6	60.7	32.9	82.9
Work Out of County	107,226	109,485	43,767	9,066	42,574	107,163	46,619	25,401	19,489
% CHANGE	49.6	45.1	18.5	12.6	35.9	19.8	-5.3	157.6	86.7
Work Place not Reported	48,079	30,260	14,062	4,766	38,781	37,681	69,759	11,374	15,837
% CHANGE	40.7	135.3	167.4	107.6	29.1	112.3	245.0	115.2	165.4
Total	507,224	299,396	115	775	42,128	333,762	303,658	651,358	101,103
% CHANGE	35.2	44.4	40.6	47.2	4.7	28.2	61.9	59.1	90.8
% Work in County	69.4	53.3	50.1	67.2	75.6	52.3	82.1	63.6	75.2
% Work Out of County	21.1	36.6	37.8	21.5	12.8	35.3	7.2	25.1	15.2

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1960, 1970, 1980.

Marin has the largest 1980 percentage, but one of smallest numbers of out-commuters in the region.

Commute Time

The 1980 census indicated that workers living in Marin spent the greatest amount of time commuting to work in the Bay Area. With an average 1980 commute time of 28.7 minutes, Marin workers were on the road or ferry for an average of 1.6 minutes longer than commuters from Contra Costa County, the next highest. Both Marin and Contra

Costa ranked higher than the regional average of 24.3 minutes. Five counties, Santa Clara, San Mateo, Sonoma, Solano and Napa, had mean commute times less than the regional average. All Bay Area counties except Solano and Napa were above the state average commute time and only Napa was below the national average.

Table 3

MEAN TRAVEL TIMES TO WORK 9 BAY AREA COUNTIES, REGION, STATE AND NATION 1980

Mean Travel Time in Minutes	
MARIN	28.7
CONTRA COSTA	27.1
SAN FRANCISCO	25.9
ALAMEDA	24.6
SANTA CLARA	22.8
SAN MATEO	22.8
SONOMA	22.7
SOLANO	22.2
NAPA	19.7
REGION	24.3
STATE	22.4
NATION	21.7

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

The average travel time to work for residents of Marin County was longer than for any other county in the Bay Area, as well as being longer than state and national averages.

The three counties with the longest commute times, the two with the shortest commute times and the four with moderate commute times are graphically displayed in Figure 3. The shortest commutes appear in the three

northernmost counties. Similarly, the three longest commute times were in the counties slightly north but near to and including San Francisco. Moderate commute times were clustered in the southern portion of the Bay Area.

Figure 4

Average Travel Time To Work
9 Bay Area Counties
1980



Marin, San Francisco and Contra Costa counties had the longest 1980 average commute times in the Bay Area.

Figure 5

Average Travel Time to Work
9 Bay Area Counties, Region, State and Nation
1980



Alameda, San Francisco, Contra Costa and Marin all had longer 1980 commute times than the region, state or nation.

Means of Transportation to Work or How Workers Commute

Marin commuters travel to work in private autos, on public transit systems, on foot, or by "other" transportation modes; other residents work at home. The proportions of workers in these five categories have changed over the twenty-year period.

Between 1960 and 1980 the number of Marin residents commuting in automobiles¹ grew by 124%. In 1960, 39,714 local residents used autos, compared with 89,132 residents in 1980. Santa Clara, Sonoma and Solano Counties each experienced a more rapid growth in the number of auto commuters than Marin during these twenty years.

Both transit and auto use increased in Marin between 1960 and 1980. These simultaneous, proportional increases in auto and transit use have been made possible by the general population growth in the county as well as by proportional decreases in workers walking to work or working at home. In 1960, for every person using transit there were eight in Marin who rode to work in a private automobile. By 1980, for every person using transit there were only seven using a car to commute to work. The increased proportion of transit use over the past 20 years has pushed Marin from a moderate transit use county to one of the three highest per capita transit using counties in the Bay Area.

Only Alameda and San Francisco Counties had a smaller percentage of workers commuting in private autos than Marin during 1960. In 1960, nearly 40,000 Marin County residents used private automobiles to make their commutes to work. These 40,000 workers represented 70.9% of the local workers who reported their means of transportation to 1960 census enumerators. Six counties in the Bay Area had a higher

percentage of automobile commute use than Marin's 70.9% figure.

The proportion of workers from Marin commuting in autos grew from 70.9% in 1960 to 77.9% in 1980. In other words, as of 1960 in Marin, seven out of every ten resident workers used an auto in their commute to work. In 1980, nearly eight out of every ten Marin residents used a car to get to work. As the percentage of workers commuting in autos grew, so did the percentage of workers on local transit systems. The increases occurred because the percentages of workers walking and working at home decreased.

Marin had nearly 5,000 workers or 8.9% using local transit in 1960. This means that nearly one out of every ten residents of Marin, in 1960, used the bus to get to work. Only three counties in the Bay Area had higher transit usage per worker than Marin in 1960. Therefore, twenty years ago, on a per worker basis, Marin was one of the leading Bay Area transit using counties. Six counties other than Marin had greater numbers of workers on transit systems in 1960, but only three counties had higher per capita transit use than Marin.

In 1960, Marin had a rather low proportion of workers driving private autos and a relatively high proportion of workers using transit. The figures below depict the 1960 and 1980 regional relationships by grouping the nine Bay Area counties by the three highest, three lowest and three moderate county usage levels of autos and transit as means to work. For example, from these figures it can be seen that San Mateo County, during 1960, experienced moderate automobile use and high transit use relative to other counties in the region.

¹ This 1980 automobile figure includes private car-pools.

Figure 6

Commuter Transit Use
9 Bay Area Counties
1960



In 1960, the percentage of commuters from Marin using transit ranked the county as one of the three moderate transit using counties in the region.

Figure 7

Commuter Automobile Use
9 Bay Area Counties
1960



The 1960 percentage of Marin commuters driving in private automobiles was relatively low by Bay Area standards.

Figure 8

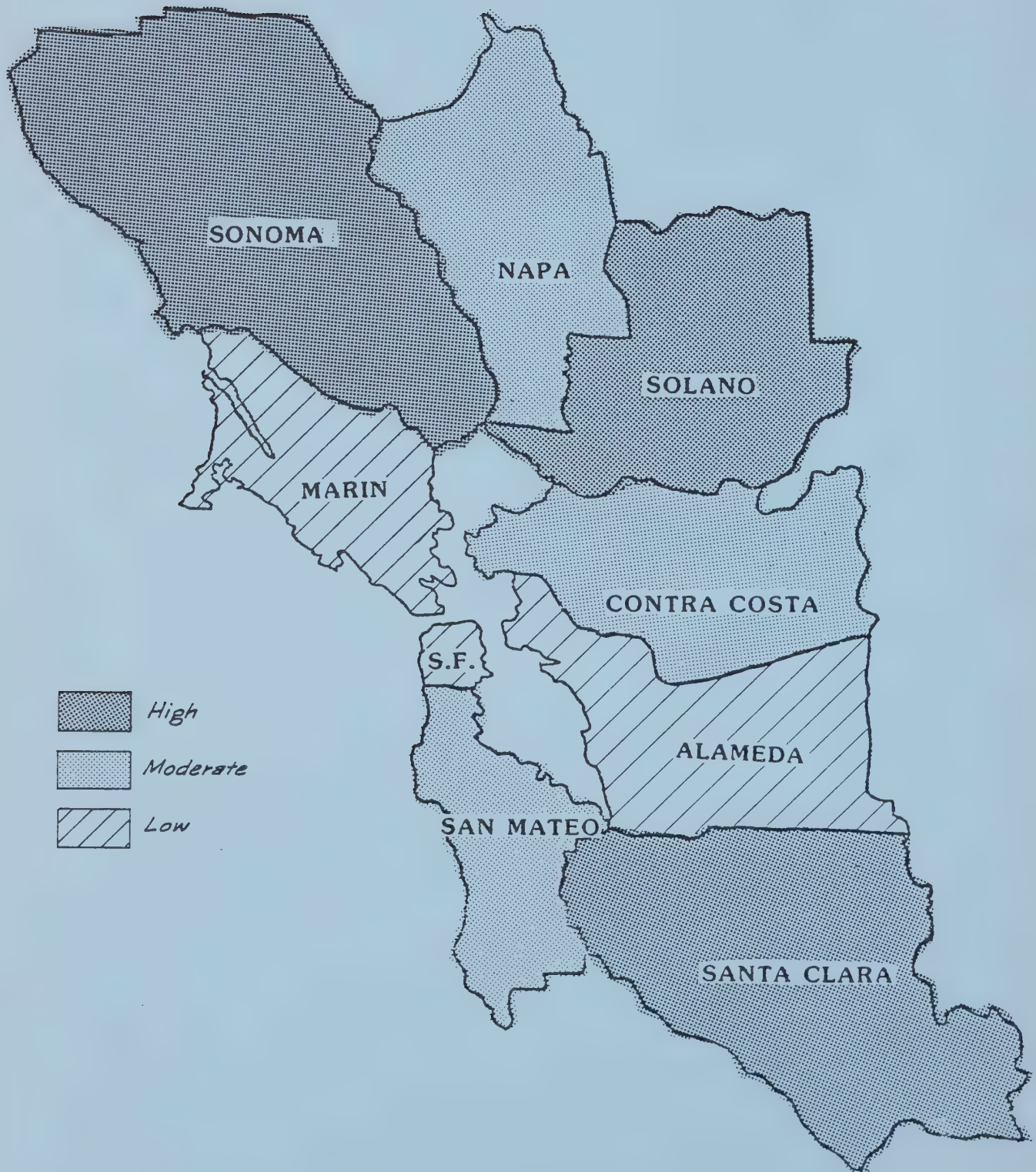
Commuter Transit Use
9 Bay Area Counties
1980



By 1980, Marin had become one of the highest transit using counties per worker in the region.

Figure 9

Commuter Automobile Use
9 County Bay Area
1980



Marin's percentage of commuters driving in private automobiles remained relatively low from 1960 to 1980.

Table 4

**MEANS OF TRANSPORTATION TO WORK
MARIN, REGION, STATE AND NATION
1960, 1980**

	Marin	Region	State	Nation
1960				
Private Auto	39,714	928,467	4,320,432	41,368,062
Transit	4,962	202,512	454,018	7,806,932
Walked	3,632	102,471	372,545	6,416,343
Other	1,546	28,492	133,322	1,619,842
Worked at Home	4,036	62,556	206,556	4,662,750
1980				
Private Auto	89,132	1,963,438	8,965,695	81,258,496
% CHANGE	124.4	111.5	107.5	96.4
Transit	13,500	283,277	615,743	6,175,061
% CHANGE	172.1	39.9	35.6	-20.9
Walked	4,220	109,007	480,678	5,413,248
% CHANGE	16.2	6.4	29.0	-15.6
Other	5,022	77,887	326,160	1,590,628
% CHANGE	224.8	173.4	144.6	-1.8
Worked at Home	3,814	47,767	197,399	2,179,863
% CHANGE	-5.5	-23.6	-4.4	-53.2

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1960, 1980.

The use of both automobiles and public transit has been increasing at a more rapid rate in Marin than in the region, state and nation over the past 20 years.

Vehicles Available in Marin

The 1980 census figures on the number of vehicles (e.g. autos, trucks and vans, etc.) available to each person and housing unit in Marin were well above regional averages. For example, for every vehicle in the Bay Area there were approximately two people. In

Marin for every vehicle there were only 1.45 persons. In terms of each household in the region, there were approximately 1.23 vehicles. In Marin there were approximately 1.73 vehicles, that is, one half of a vehicle per household more in Marin than in the region.

Table 5

APPROXIMATE NUMBER OF VEHICLES AVAILABLE PER HOUSEHOLD AND PERSONS PER VEHICLE MARIN AND THE REGION 1980

	No. of Marin Households	% of Total	No. of Regional Households	% of Regional Households
Number of Vehicles in Households	4,819	5.4	240,745	12.2
1 Vehicle	32,722	36.9	705,610	35.8
2 Vehicles	34,063	38.4	642,022	32.6
3 or more Vehicles	17,119	19.3	382,172	19.4
=====				
Approximate Total ¹				
Number of Vehicles	153,523		2,430,560	
Population	222,568		5,179,784	
People per Vehicle	1.45		2.13	
Total Number of Households	88,723		1,970,549	
Vehicles per Household	1.73		1.23	

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

Marin had more vehicles available per household and per person than regional averages.

¹This is an approximate number because the "3 or more" category includes households with at least 3 cars, but could include households with 4, 5, 6, or more automobiles.

PART II

COMMUTE PATTERNS FOR PEOPLE LIVING IN THE CITIES OF MARIN

Introduction and Findings

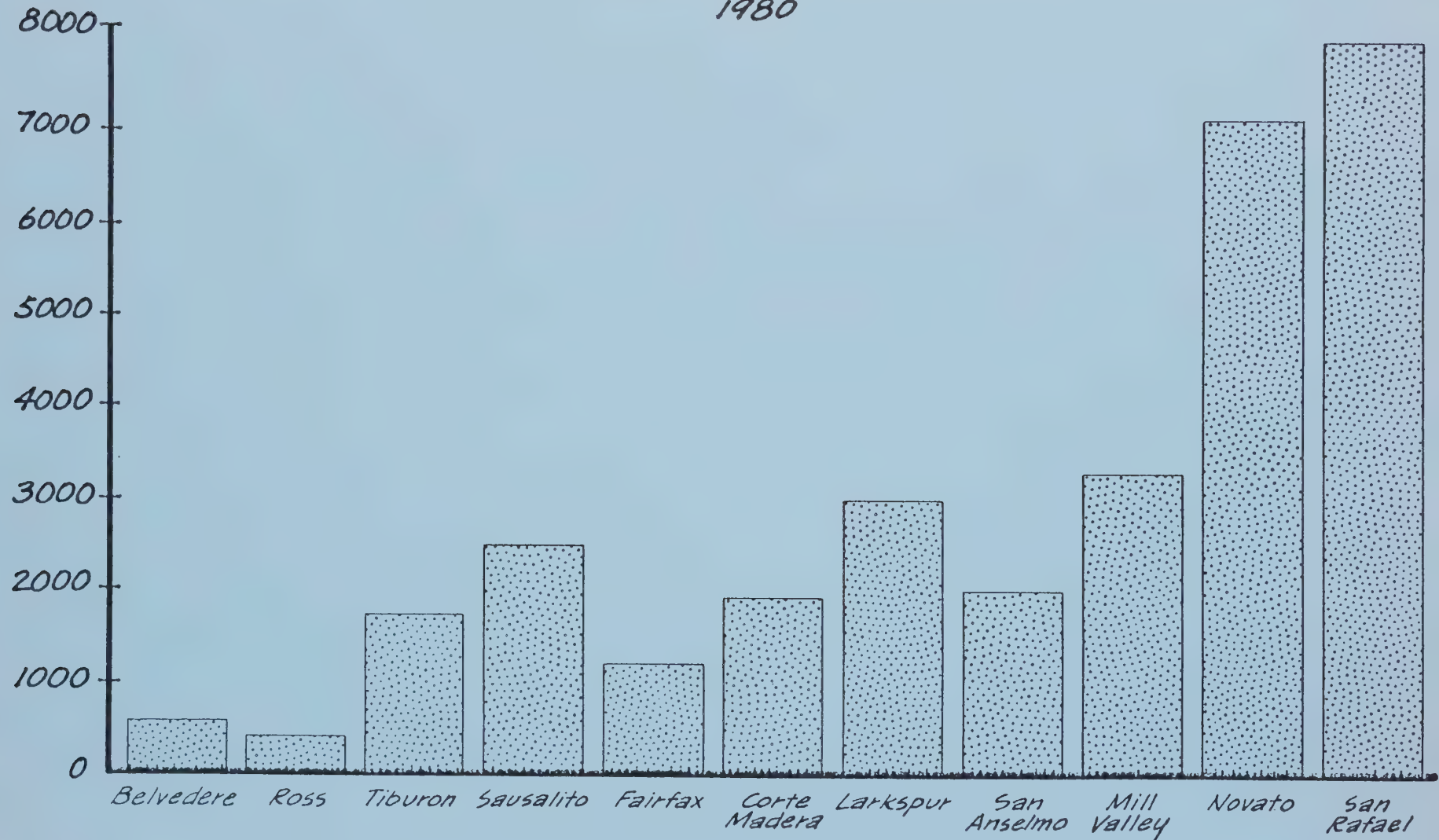
This section presents a city by city description of 1980 commute patterns for residents of the cities in Marin County. The data presented are drawn from the 1980 Census.

City Findings

- * Larkspur had the highest per capita out-of-city commute in Marin during 1980. Nearly nine out of every ten workers living in Larkspur worked somewhere other than Larkspur. San Rafael had the lowest out-of-city commute in 1980 (65%).
- * Tiburon had the highest per capita out-of-county commute in 1980. Over 60% of the workers living in Tiburon worked outside of Marin County. Fairfax had the lowest out-of-county commute (33%).
- * Over 60% of the commuters from San Rafael, Novato, Larkspur, Corte Madera and Fairfax made their 1980 journeys to work in their cars without another passenger.
- * San Anselmo and Belvedere had the highest percentages of workers commuting in car-pools among the cities in Marin.
- * Mill Valley and Larkspur had the highest percentages of commuters on public transit in 1980 (15.2% and 15.4%, respectively).
- * The census classification of "other" means of transportation includes workers who used bicycles, motorcycles, and ferries to commute. Nearly 19%, or one out of five, of the commuters from Tiburon used "other" means of commuting in 1980.
- * The city with the longest average travel time to work in 1980 was Tiburon (35.4 minutes). Nearly 70% of the workers from Tiburon had 1980 commutes which took 30 minutes or more.

Figure 10

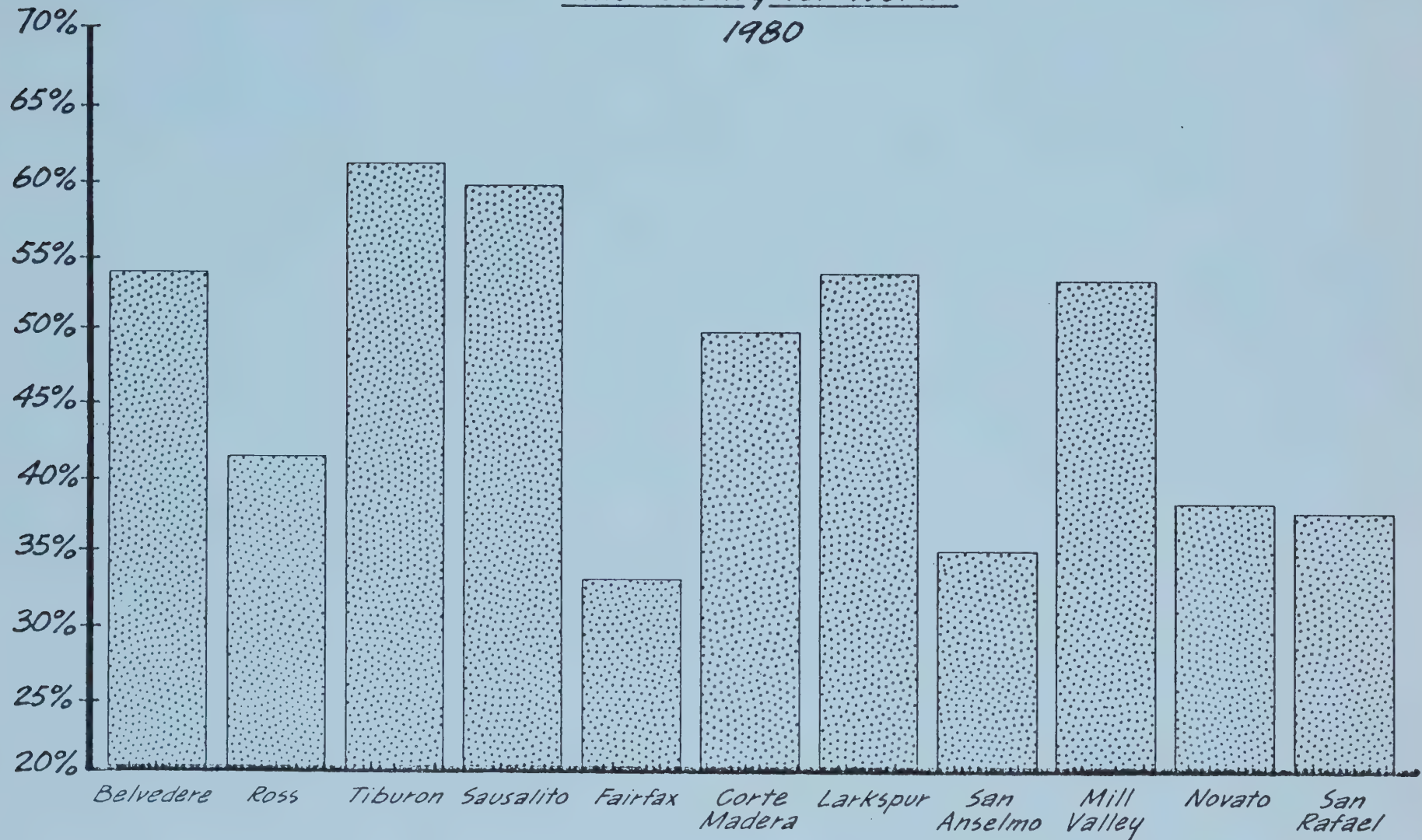
Numbers of Workers Living in Cities of Marin Who Commute Out of
the County for Work
1980



Novato and San Rafael had the highest numbers of workers commuting out of Marin for work in 1980.

Figure 11

Percentages of Workers Living in Cities of Marin Who Commute Out of
the County for Work
1980



Tiburon and Sausalito had the highest percentages of workers commuting out of Marin for work in 1980.

PLACE OF AND MEANS TO WORK FOR RESIDENTS OF CITIES IN MARIN

San Rafael

Over 54% of the workers who lived in San Rafael, in 1980, left San Rafael to get to work. Among the 13,575 workers who commuted out of San Rafael, 42.4% or 5,760 people worked in the county. The total number of San Rafael workers who did commute out of the county was 7,815 or nearly 38% of the San Rafael workforce.

San Rafael had the largest number of residents leaving any city in Marin for work outside of Marin. Seventy-eight percent of the workers living in San Rafael used a private automobile to get to work. Among these automobile commuters, 21% were members of

car-pools. Only 12.4% of the car-poolers were in pools which involved four or more people. Nearly 68% of the San Rafael car-poolers were sharing rides with just one other person.

Slightly under 12% of the commuting workers in San Rafael used public transportation in 1980. Seven of the eleven cities in Marin had higher per capita transit use than San Rafael.

During 1980, 498 workers living in San Rafael worked at home. More people worked at home in San Rafael than in any other city in Marin.

Table 6

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF SAN RAFAEL 1980

Place of Work						
	Worked In San Rafael	Worked Out of San Rafael	Worked In Marin	Worked Out of Marin		
Numbers of Workers	7,406	13,575	13,045	7,815		
Percentage of Workers	35.3	54.7	62.5	37.5		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	14,781	3,900	2,823	979	865	498
Percentage of Workers	61.8	16.7	11.8	4.1	3.6	2.1

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

More than half the workers living in San Rafael had jobs outside their city of residence. Only one out of every ten workers from San Rafael used transit systems to commute to work.

Novato

Three out of every four workers living in Novato in 1980 commuted out of Novato for work. No city in Marin had more workers commuting out of their city of residence. Half of the 13,931 workers from Novato who had jobs outside of Novato left the county for work. The total percentage of Novato workers who commuted out of the county for work was comparable to the 38% of out-commuting found in San Rafael.

More than eight out of every ten workers from Novato drove to work in a private automobile. No city in Marin had a higher per capita use of automobiles than Novato. Novato, however, also had the highest per capita car-pool usage of any city in Marin. One out of every five

commuters from Novato used a car-pool. In general, the 1980 car-pools from Novato had more passengers per car-pool than car-pools from San Rafael.

In 1980, Novato ranked second only to San Rafael in the number of commuters who used public transportation. More than 2,600 workers used transit to get to their place of employment. Six cities, however, ranked higher than Novato in per capita transit use.

More than 1,100 workers from Novato either worked at home, walked, or used a bicycle, motorcycle, or ferry in their 1980 commute. San Rafael had twice the total number of Novato workers in these three categories.

Table 7

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF NOVATO 1980

Place of Work						
	Worked In Novato	Worked Out of Novato	Worked In Marin	Worked Out of Marin		
Numbers of Workers	4,758	13,931	11,460	7,041		
Percentage of Workers	25.5	74.5	61.9	38.1		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	13,269	4,665	2,619	381	476	327
Percentage of Workers	61.0	21.5	12.0	1.8	2.2	1.5

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

Nearly three quarters of the working residents of Novato had to leave the city for their jobs. Among those working outside Novato, half left the county for work. One out of every five commuters from Novato was a member of a car-pool.

Mill Valley

Fewer than one out of every four workers living in Mill Valley during 1980 worked in Mill Valley. Among the three workers who commuted out of Mill Valley, more than half left the county to find work.

In both San Rafael and Novato there were more city residents who found employment within Marin than there were workers who had to leave the county. Mill Valley was one of five cities in Marin where there were more residents leaving the county for work than working in Marin.

Only three cities in Marin (Tiburon, Ross, Sausalito) had a smaller percentage of workers using single occupant automobiles in commuting than Mill Valley. This means that many workers from Mill Valley were working at home or using car-pools, transit, or other means to get to work.

Among the 11 cities in Marin, Novato had the highest percentage of workers using either transit or car-pools to commute. Mill Valley, with 30.5%, was second to Novato in the total percentage of workers using either transit or car-pools to get to work. Mill Valley had a higher percentage (15.3%) of workers using transit than did Novato (12.0%). Novato had a higher percentage (21.5%) of car-poolers than Mill Valley (15.3%).

In general, Mill Valley car-pools were smaller than car-pools originating in either Novato or San Rafael. Only 10.9% of the 1980 car-pools from Mill Valley had four or more occupants.

Mill Valley had 4.4%, more than twice the San Rafael (2.1%) or Novato (1.5%) percentages, of workers employed at home. Mill Valley's 1980 home employment figure ranked the town as the fifth highest in percentage of home employment for Marin.

Table 8

**PLACE OF WORK AND MEANS OF COMMUTING TO WORK
FOR RESIDENTS OF MILL VALLEY
1980**

Place of Work						
	Worked In Mill Valley	Worked Out of Mill Valley	Worked In Marin	Worked Out of Marin		
Numbers of Workers	1,429	4,757	2,900	3,263		
Percentage of Workers	23.1	76.9	47.1	52.9		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	3,941	1,056	1,045	317	223	302
Percentage of Workers	57.2	15.3	15.2	4.6	3.2	4.4

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

In 1980, three out of every ten commuters from Mill Valley were either in a car-pool or using transit systems.

San Anselmo

Fewer than one out of every five workers living in San Anselmo in 1980 had a job in San Anselmo. Most of the workers from San Anselmo had jobs in Marin County; however, slightly more than 65% of the workers living in San Anselmo worked either in San Anselmo or elsewhere in Marin. Only Fairfax, with 67.1% employment in Marin, had a higher percentage of resident workers employed in Marin than San Anselmo.

Three-fourths of the workers living in San Anselmo used a private automobile in their commute. Seventeen percent of the workers from San

Anselmo commuted by car-pool. The 1980 car-pools from San Anselmo were generally small. Ninety percent of these car-pools consisted of two or three people.

San Anselmo had 13.4% of the resident workers using public transportation to commute. The sum of the car-pooling and transit percentages for San Anselmo in 1980 represented more than 30% of the town's commuting workers. Only Belvedere, Mill Valley and Novato had higher percentages of workers commuting in either car-pools or on transit than San Anselmo.

Table 9

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF SAN ANSELMO 1980

Place of Work						
	Worked In San Anselmo	Worked Out of San Anselmo	Worked In Marin	Worked Out of Marin		
Numbers of Workers	1,078	4,629	3,689	1,974		
Percentage of Workers	18.9	81.1	65.5	34.5		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	3,651	1,051	828	289	342	204
Percentage of Workers	57.4	16.5	13.0	4.5	5.4	3.2

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

Eight out of every ten working residents of San Anselmo worked out of San Anselmo. More than half of the workers commuting out of San Anselmo went elsewhere in the county for work.

Larkspur

In 1980, no city in Marin had a higher percentage of workers leaving their city of residence for work than Larkspur. Nine out of every ten workers left the city to reach their place of employment. Nearly 40% of these out-commuters worked in Marin while 60% worked outside the county.

Larkspur had the highest percentage of workers using transit systems in their commute. More than 15% of the workers from Larkspur commuted using transit systems. Another 14% of the workers from Larkspur were car-pooling. Over 92% of these car-pools were composed of two or three people.

Table 10

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF LARKSPUR 1980

Place of Work						
	Worked In Larkspur	Worked Out of Larkspur	Worked In Marin	Worked Out of Marin		
Numbers of Workers	598	4,902	2,521	2,947		
Percentage of Workers	10.9	89.1	46.1	53.9		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	3,722	851	934	122	285	136
Percentage of Workers	61.5	14.1	15.4	2.0	4.7	2.2

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

Only 600 of Larkspur's resident workers had jobs in Larkspur.

Corte Madera

In 1980, Corte Madera had the second highest percentage of out-commuting workers among the cities in Marin. More than 85% of the workers living in Corte Madera had jobs outside the city. For those workers commuting out of Corte Madera, 42% remained in Marin, while 58% of the out-commuters left the county for work elsewhere.

This city had the highest percentage (64%) of workers commuting alone in private automobiles in the county. Another 16.4% of the workers from Corte Madera were involved in car-pools. These car-pools were predominantly two or three persons per car. But Corte Madera did have the third highest percentage of four-person car-pools in

the county. Only Tiburon and Novato had higher percentages of workers in four-person car-pools.

One out of every ten workers from Corte Madera used transit systems to commute during 1980. Belvedere, Ross and Tiburon were the only cities in Marin that had lower per capita commuter transit use than Corte Madera.

Corte Madera was also tied with Ross for the city with the second smallest number of workers (80) who worked at home. Belvedere, with 56 people working at home in 1980, was the only city with fewer workers who were employed at home.

Table 11

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF CORTE MADERA 1980

Place of Work						
	Worked In Corte Madera	Worked Out of Corte Madera	Worked In Marin	Worked Out of Marin		
Numbers of Workers	551	3,270	1,912	1,895		
Percentage of Workers	14.4	85.6	50.2	49.8		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	2,783	714	454	103	216	80
Percentage of Workers	64.0	16.4	10.4	2.4	5.0	1.8

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

For every worker from Corte Madera who had a job in Corte Madera there were six workers who had to go elsewhere for work.

Fairfax

Fairfax, like Corte Madera and Larkspur, had at least 85% of the local workers commuting out of their city of residence for jobs. Unlike Corte Madera and Larkspur, Fairfax had a relatively small percentage of workers who left the county for employment. In fact, Fairfax had the smallest city-based percentage (32.9%) of workers commuting out of Marin during 1980.

Fairfax had a relatively small fraction of workers commuting in

car-pools (15.6%), while having a significant percentage of workers using transit systems to commute (13.2%). The total of 28.8% workers from Fairfax commuting in car-pools or on transit systems was comparable to the overall county percentage (28.4%) of workers using these two means of transportation to work. Over 94% of the car-pools from Fairfax in 1980 were composed of either two or three persons.

Table 12

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF FAIRFAX 1980

Place of Work						
	Worked In Fairfax	Worked Out of Fairfax	Worked In Marin	Worked Out of Marin		
Numbers of Workers	544	3,071	2,417	1,184		
Percentage of Workers	15.0	85.0	67.1	32.9		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	2,553	635	553	137	181	118
Percentage of Workers	61.1	15.6	13.2	3.3	4.3	2.8

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

Most (61.4%) of the workers who left Fairfax for employment found work somewhere in Marin.

Sausalito

Sausalito, San Rafael, and Novato were the three cities in Marin, during 1980, which had the largest percentages of resident workers who stayed in their city of residence for work. Sausalito, however, was the only one of these three cities which had more workers leaving the county for employment than it had workers staying in Marin to work. Among the 3,229 workers from Sausalito who left Sausalito for work, only 22.4% stayed in the county to work.

Sausalito, therefore, can be generally characterized as having a resident workforce where residents either work in Sausalito or out of the county

altogether. A total of 705 workers from Sausalito, or approximately 16.7% of the employed workers from the city, worked in Marin but not in Sausalito. The remaining 83.3% of the resident workforce was employed either in Sausalito or out of the county.

The 1980 Sausalito workforce had one of the smallest percentages of automobile commuters (56.9%). On the other hand, Sausalito was the third highest per capita (14.2%) transit using, city based workforce in Marin. Over 95% of the Sausalito car-pools were composed of two or three people.

Table 13

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF SAUSALITO 1980

Place of Work						
	Worked In Sausalito	Worked Out of Sausalito	Worked In Marin	Worked Out of Marin		
Numbers of Workers	1,004	3,229	1,709	2,506		
Percentage of Workers	23.7	76.3	40.5	59.5		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	2,845	643	710	197	325	281
Percentage of Workers	56.9	12.9	14.2	3.9	6.5	5.6

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

Six of every ten resident workers from Sausalito left the county for employment in 1980.

Tiburon

In 1980, five of every six workers from Tiburon worked outside of the city. Among the workers commuting out of Tiburon, only 27% worked somewhere else in Marin. A total of 61.2% of the workers from Tiburon worked outside Marin.

Nearly one out of every five workers from Tiburon commuted to work using a bike, motorcycle, ferryboat or airplane. No other city in Marin came close to this per capita use of this "other" means to work. In numbers of people, Tiburon (with 605 people) was surpassed only by San Rafael (865 people)

in having more commuters claiming these "other" means to work.

Tiburon also had the second largest percentage of four-person car-pools in the county. The overall percentage of car-poolers from Tiburon (12.6%), in 1980, however, was low by county standards. Similarly, the percentage of transit-using commuters from Tiburon was the second lowest in Marin. Overall, the 19.5% of commuting Tiburon workers in car-pools or on transit was significantly lower than the county figure of 28.4%.

Table 14

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF TIBURON 1980

Place of Work						
	Worked In Tiburon	Worked Out of Tiburon	Worked In Marin	Worked Out of Marin		
Numbers of Workers	465	2,419	1,106	1,748		
Percentage of Workers	16.1	83.9	38.8	61.2		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	1,718	410	222	83	605	163
Percentage of Workers	53.7	12.6	6.9	2.6	18.9	5.1

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

Only four of every ten workers living in Tiburon held a job in Marin County.

Ross

Although only 18.1% of the workers from Ross held jobs in Ross, more than 58% of the workers from this city worked in the county. Of the 800 workers who commuted out of Ross for work in 1980, 51.3% worked somewhere in Marin.

Ross had the second lowest city percentage (55.4%) of workers commuting alone in cars. The size of

car-pools from Ross were the smallest in the county. The census data indicates there were no four or five-person car-pools from Ross in 1980.

Home employment in Ross accounted for approximately 7.4% of the city work force. No city in Marin had a higher per capita home employment figure than Ross.

Table 15

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF ROSS 1980

Place of Work						
	Worked In Ross	Worked Out of Ross	Worked In Marin	Worked Out of Marin		
Numbers of Workers	177	801	553	390		
Percentage of Workers	18.1	81.9	58.6	41.4		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	600	135	139	27	102	80
Percentage of Workers	55.4	12.5	12.8	2.5	9.4	7.4

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

With 7.4% home employment in 1980, Ross led the cities of Marin in percentage of resident workers with jobs in their homes.

Belvedere

Most of the workers from Belvedere, in 1980, had jobs somewhere other than Belvedere. Approximately two out of every three workers commuting out of Belvedere for their jobs left the county altogether.

Nearly one out of every five workers commuting from Belvedere used a car-pool. Novato was the only city with a higher per capita car-pool figure

in 1980. The most common composition of a car-pool from Belvedere was a driver and one other person (85.1%).

During 1980, Belvedere had the lowest per capita transit use in the county. Only 2% of the workers from Belvedere who reported their means of transportation to work said they commuted on public transportation systems.

Table 16

PLACE OF WORK AND MEANS OF COMMUTING TO WORK FOR RESIDENTS OF BELVEDERE 1980

Place of Work						
	Worked In Belvedere	Worked Out of Belvedere	Worked In Marin	Worked Out of Marin		
Numbers of Workers	168	880	481	558		
Percentage of Workers	16.0	84.0	46.3	53.7		
Means of Commuting to Work						
	Car, Truck or Van Alone	Car-pool	Public Transportation	Walk	Other	Worked at Home
Numbers of Workers	657	221	24	78	127	56
Percentage of Workers	57.2	18.7	2.0	6.6	10.8	4.7

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

In 1980, Belvedere had the lowest city percentage of workers commuting on transit systems in Marin.

Figure 12

Percentages of Workers from the Cities of Marin Who
Commute to Work in Car-Pool or on Transit Systems
1980



Novato, San Anselmo and Mill Valley had the highest 1980 percentages of workers using either transit or carpools in their commute.

Commuting Time for City Residents

The 1980 census indicated that the average Marin County worker spent almost an hour a day commuting to and from work. The countywide average commute time was 28.7 minutes for a one-way trip.

Average one-way travel times from city to place of employment ranged from 26.1 minutes for Sausalito to 35.4 minutes for Tiburon. Travel times for San Anselmo and Mill Valley commuters averaged 28.8 minutes and 28.6 minutes

respectively. These times were close to the county average. Average travel times for Sausalito, San Rafael, Larkspur, Corte Madera and Ross commuters were shorter than the county average while those for Novato, Fairfax, Belvedere and Tiburon workers were longer.

The following table provides detailed information about numbers of trips by commuting time for each city.

Table 17

**COMMUTE TRAVEL TIME
FOR RESIDENTS OF CITIES IN MARIN COUNTY
1980**

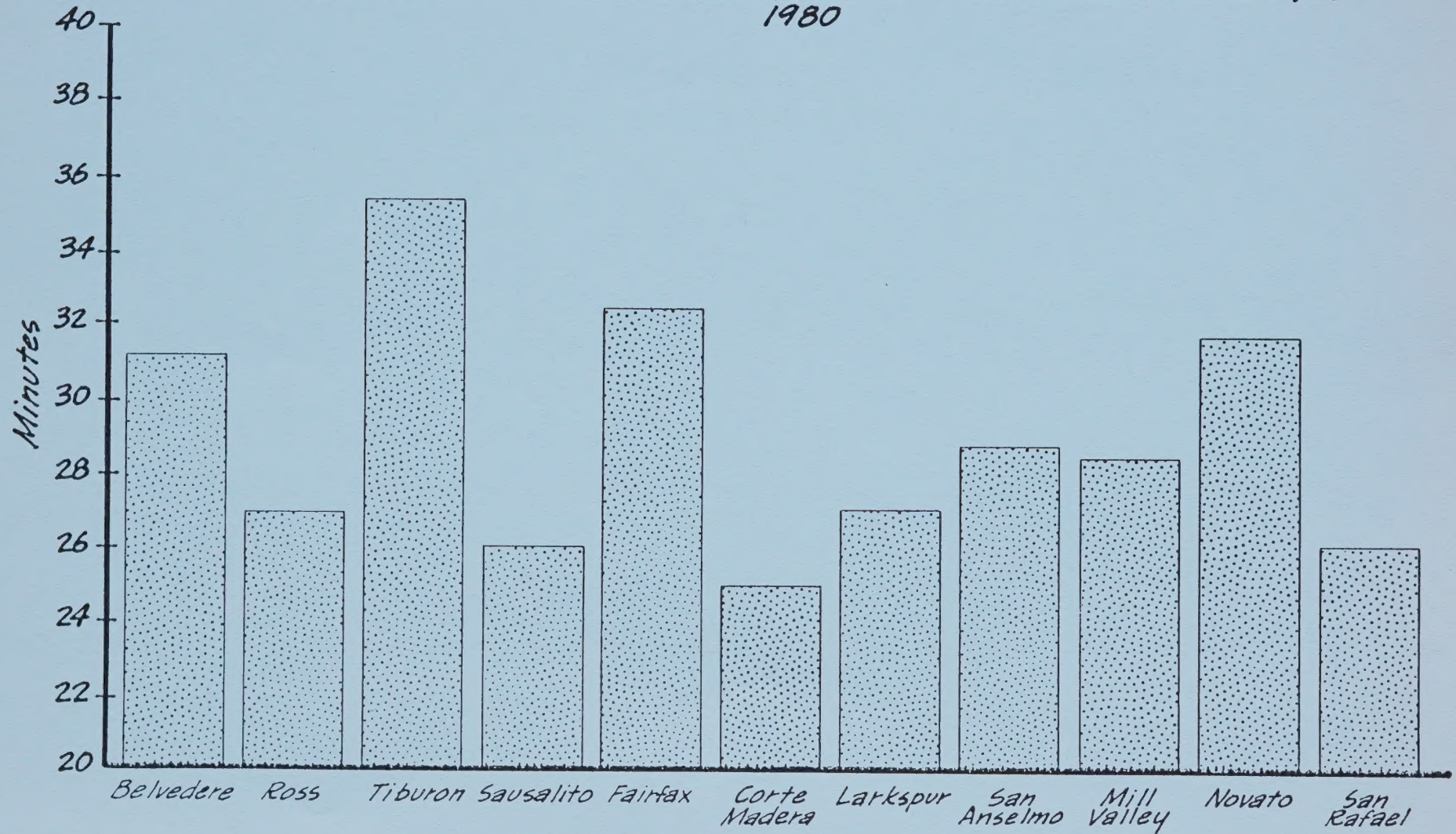
	San Rafael	Novato	Mill Valley	San Anselmo	Larkspur	Corte Madera	Fairfax	Sausalito	Tiburon	Ross	Belvedere
Travel Time in Minutes											
Less than 5	594	478	154	101	92	163	74	264	40	54	82
5-9	2,850	2,143	486	507	692	428	351	348	148	83	141
10-14	4,001	2,393	546	1,002	812	526	355	410	294	82	60
15-19	3,692	2,316	836	783	712	629	410	437	187	121	68
20-29	3,204	3,069	926	1,052	522	616	735	1,141	280	206	139
30-44	3,726	3,638	2,281	814	1,571	1,122	849	1,393	1,095	264	358
45-59	3,112	2,931	764	935	883	471	488	319	494	198	112
60 or more	2,478	3,983	491	825	505	246	865	339	525	46	175
Average	26.2	31.7	28.6	28.8	27.1	25.1	32.5	26.1	35.4	26.9	31.1

SOURCE: U.S. Bureau of the Census. U.S. Census of Population: 1980.

In 1980, workers from Tiburon had the longest average commute time in the county. Workers from Corte Madera had the shortest average commute time in Marin.

Figure 13

Average Commute Times for Residents of Cities in Marin County
1980



Workers from Tiburon and Fairfax had the longest 1980 average commute times in Marin.

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